

Weekly Citizen

ALBUQUERQUE, N. M., APRIL 25, 1891.

UNCLE CHEST'

Every member of the "Kansas contingent" in New Mexico will learn with feelings of genuine sorrow of the death of Chester Thomas, familiarly known all over the state of Kansas as "Uncle Chest" — which occurred at his home in Topeka on the 1st inst. He was one of the most conspicuous figures in the early history of Kansas, and probably did as much as any other man to lay broad and deep the foundations upon which have since been reared one of the grandest commonwealths in the Union. The St. Louis Globe-Democrat of last Sunday morning has a two column review of his history, written in Capt. King's most beautiful style, and the Topeka Capital of same date has a lengthy sketch of his life and sermons from the pen of Sidney Clarke. We should like to copy King's review in full for the benefit of the numerous Kansans in New Mexico, but it is entirely too long for our columns, and would not admit of any abbreviation. We clip the following paragraphs from Mr. Clarke's article:

Hon. Chester Thomas was a most remarkable man. Among the many distinguished men who participated in the great controversy in behalf of freedom in Kansas, Mr. Thomas was at all times a marked and conspicuous character. While he was not among the early settlers of the state, he came while the battle between freedom and slavery was yet unsettled, and stepped at once into the arena of conflict and duty. At that time the territory of Kansas was the scene of events of transcendent importance to the destiny of the nation and of mankind.

Mr. Thomas came of New England ancestry. He was born at Troy, Bradford county, Pennsylvania, July 4, 1810. His mother was a daughter of a distinguished soldier of the revolution, and the family on his father's side furnished several soldiers to the continental army. At the age of 22 Mr. Thomas entered public life, holding many positions of trust and responsibility. In Pennsylvania, as in Kansas, he was immensely active. A born politician, a sagacious diplomat, a wise leader, his capacity in public affairs was never questioned.

In the spring of 1858, Mr. Thomas removed with his family from Pennsylvania to Kansas. He was then 18 years of age. In 1859 he was elected to the territorial council, representing Shawnee, Osage and Lincoln counties. In 1861 President Lincoln appointed him special mail agent for Kansas, Nebraska, Dakota, Colorado, Utah and New Mexico.

In the following year he entered the army as captain and assistant quartermaster, and in 1864 he was chosen presidential elector for Kansas, and cast his vote for Mr. Lincoln. In later years he held important public offices in Topeka and Arizona, and up to his last illness, which was of short duration, he was as capable in mind and body to transact important public and private business as at any time in his life.

More than three decades have elapsed since he settled in Kansas. The great reaper has gathered to the other shore many of his associates—participants in the struggle which made Kansas free. One by one they have passed over to the silent majority. On the morning of April 3 in the beautiful cemetery near the capital of the state he loved so well, the mortal remains of "Uncle Chester" were committed to the tomb. Youth and age shed tears upon his grave, and as long as gratitude exists in the human heart so long will his services to the capital city and to the state be remembered by the people of Kansas.

STIRRING IT UP.

Pueblo is also taking a hand in agitating the question of the extension of the Denver & Rio Grande road from Espanola to this point. The Chieftain of the 15th has communication from Albuquerque on this subject, from which we make the following extract:

"Pueblo is particularly interested in this matter, because the merchants of the city would have the advantage of the "first chance" in securing the trade of this section—a trade which, even in its present state of development, would abundantly compensate the people for putting out all the effort and money necessary to insure the construction of the line, and thus give them direct communication with the center of trade and population in New Mexico."

The proposed line is one that will pay from the day it is opened. The business is here waiting for it, and that business will rapidly increase with the increase of railway facilities. Albuquerque is growing rapidly, and the building of another railway to the place would greatly stimulate that growth. The vote cast at the election a few days ago shows an increase in the population of the town during the last year of 25 per cent, and the development of the country is fully keeping up with the growth of the town."

In keeping such facts before its readers the Chieftain is doing good work in behalf of the proposed extension, by showing the people of Pueblo that a direct line to Albuquerque would have an immediate and important effect in the enlargement of the trade of that city.

A VALUABLE INVENTION.

The new electric process for the reduction of rebellious ores, which is now thoroughly complete and for which the inventor is receiving his letters patent, will be a matter of much greater importance to this section of New Mexico than the general public is aware of. Nearly all the ores in the Sandia mountains belong to the refractory class, and while assays give fine results, they cannot be successfully worked by any of the old processes. The new process, however, is especially adapted to this class of ore, and a number of experiments made with ores from Coyote canon show that it

will treat them with complete success, and will save from forty to fifty dollars a ton from ores which under present processes will not yield enough to pay for working them. As soon as the inventor has his patent business completed, a number of gentlemen here who have confidence in the process, and who have satisfied themselves by a careful and practical examination that it will do all that the inventor claims for it, intend to put up works at Albuquerque to treat ores from the Sandia. The plant will not be costly, and the expense of treating the ores is said to be very much less than the old way. As soon as such an establishment is put in successful working order, the mountains east of Albuquerque will experience such a boom as the camps of that district never witnessed before.

INCREASING INTEREST.

The Denver papers are earnestly stirring up the matter of the extension of the Denver & Rio Grande road from its present terminus at Espanola to Albuquerque. The News of the 15th has an editorial on the subject headed "Rail roads in New Mexico," in which it attempts to impress upon the businessmen of Denver the importance of better means of communication with Albuquerque. The article informs us that the D. & R. G. company is contemplating the building of several branches during the coming year, and expresses the hope that the line from Espanola to Albuquerque may be one of the first to be constructed. The News suggests that it would be better for all concerned if the company would purchase the road from Santa Fe to Espanola and then extend it by way of Corrillos and San Pedro to Albuquerque.

We fully concur with our Denver contemporaries in regard to the desirability of that plan, and have several times advocated the same idea in these columns, but the difficulty in the way thus far has been the impossibility of making satisfactory terms with the Texas, Santa Fe & Northern company. It seems that the owners of that road in order to make themselves wholly or oblige to get a good deal more money out of it than the other company is willing to give, and thus the deal is tied up. But there is nothing in the way of the D. & R. G. coming directly down the valley to Albuquerque and then going east from that point to San Pedro and on to Roswell. This would accomplish almost the same purpose, and would give the company a much cheaper to build and much easier to operate.

ALL ROADS LEAD TO ROTIE.

The increasing importance of Albuquerque in the number of railway lines has made it necessary for the Atchison company to transfer this place a number of the men heretofore stationed at Las Vegas, and therefore the paper at that place "whisks me a minute" denounces the company for discriminating against Las Vegas, and threatens to build a new road to somewhere, and with draw all of its business from the old line. That would be a terrible thing for the Atchison company, but we don't believe Vegas really means to do it, she is trying to scare somebody.

It is entirely useless, even worse than useless, it is ridiculous for our neighbor to burn up the road to rend their neighbor garments in such a fashion as that over a little matter that can't be helped. They must remember that business is business, and the point that has the most business is the point at which the company must keep the most men. But nothing could be more silly or more ungrateful for Las Vegas people to talk about the A. T. & S. F. railway discriminating against that town, as it is a fact, notorious all over the territory, that ever since the road was built the company has done everything in its power to assist that place, its own large investments and valuable interests in that vicinity have caused it to do every thing it could to build up a big town there; but the fates had decreed that the city of the southwest was to be at Albuquerque, and in centering its forces at this point the company is simply yielding to the inevitable.

RAILWAY RUMORS.

There was a report current on the street Saturday afternoon that an engineer commissioned by the D. & R. G. B. R. to make a reconnaissance of the route from Espanola to Albuquerque was in the city on that business. A representative of THE CITIZEN looked up the gentleman referred to and tried to interview him in regard to the matter, but found him utterly non-committal. He said he had just arrived from the east and proposed to make a short trip up the river by wagon, but declined to state what his business was or where he was going. He was accompanied by two assistants and had a complete camping outfit and surveyor's instruments, but beyond this we were unable to learn anything concerning his destination or the object of his trip.

THE CITIZEN'S reporter, which are being delivered as he is "swinging round the circle," lay down good sound republican doctrine. The question of the free exchange of silver is one that is agitating both the old parties as well as the Farmer's Alliance, and the position which the president takes on this subject alone that cannot be successfully argued, and one to which no honest man can object. To express it in terms so plain that they cannot be misunderstood by any one, he is in favor of the free exchange of silver with a dollar's worth of silver in every dollar. The most ultra inflationists could not ask for more than that, and no honest man could consent to any less. If we make a dollar out of silver, or any other metal, it is absolutely necessary, in the interests of honesty and good currency, that it should contain a dollar's worth of the metal of which it is composed. That position is impregnable, and if we plant ourselves there we can successfully resist the attacks of any party that may assault us. Let us all the dollars the people want, but let the poor man's dollar be worth just as many cents as the rich man's dollar.

THE OBJECT.

The Democrat of this city has opened a brisk campaign against Pedro Perez, and at the same time is putting other republicans on the back, when a short time ago it was attacking in almost every issue. Many people fail to see the object of the democratic organization in its fulsome battery of certain prominent republicans. A little investigation makes its course intelligible and its object plain, which is this: The democrat sees no hope of party success next year unless the republican party is divided, up into factions. By asserting that Pedro Perez is an enemy of the town they hope to wake up a feeling against that gentleman that will unite the city against the county. Then by a people's ticket they hope to carry the county, which would be virtually a democratic victory. There

is bad feeling between certain of the prominent republicans of the county, and the democrats hope to fan this feeling into an open fight, and push them to tearing each other down, expecting to reap control of county politics by the factional brawl. THE CITIZEN predicts that the democrats will meet with signal failure. No republican of common sense will listen for a moment to the outcries of the democrats. Does any one believe the democrat is sincere in his flattery of M. S. Otero? Mr. Otero himself is too sensible a man to be caught by such stuff. And right here this paper wishes to remark that the republican party would exist and flourish if both Mr. Otero and Mr. Perez were to resign their leadership in this county and join the democratic party to-morrow. The party does not exist by the sufferance of any individual. It is a party made up of the people and has principles that will live and hold it together long after we have all gone to join the silent majority.

OUR MINING INTERESTS.

The people of the country at large have a very inadequate idea of the rate at which the mining interests of New Mexico are being developed. Many of our best districts are so far away from the railroads and so difficult of access, that only those ones of the very highest grade can be sent to market, since it is necessary to transport them over difficult mountain roads from twenty five to sixty miles, by pack teams of wagons, in order to reach any point from which they can be shipped by railway. Thus, of course, adds so much to the cost of transportation that only those of the best quality will bear it. But the time is not distant when all the Black Range and Mogollon districts will be put in communication with the outside world by railway, and when that time comes, the annual output of ore from New Mexico will astonish those who have not taken the trouble to inform themselves in regard to the mineral resources of this country. The mines of the Magdalena district have had the advantages of an outlet by rail for a few years past, and the development that has taken place there during this time is perfectly marvelous. That district, alone, is sending to market more than twice as much ore as was forwarded by the entire territory of New Mexico ten years ago, and this volume is steadily and rapidly increasing. Figures furnished by the A. T. & S. F. railway company show that the shipments from that camp during the year 1890 averaged ten carloads a day, and nearly two thirds were shipped during the last six months of the year, which gives reason to believe that during the present year, the output of camp will average considerably more—indeed there are many who hold that a very conservative estimate would put the shipments of ore from Magdalena during the year 1891, at twenty cars a day. And the result in this camp is only a fair sample of what will be done in all the various districts of New Mexico so fast as we get proper railway facilities, for it must be remembered that while we have one in almost unlimited quantities, it is, as a general rule, of low grade, and will not bear the expense of packing or wagoning to market, but where it can be shipped by railway, it can be taken out and sent to market at a reasonable profit or price.

The line in question is an entirely new one on the subject, it requires active parts of acts in conflict with it, provides new and exclusive privileges for its violation and a new dispensation for the payment of the tax, if this does not go into effect until the first Monday of May next, and was passed evidently with as much reference to regulating the traffic under the general police power of the territory as for raising revenue to go to the school fund. The amount of tax required and the regulations as to time of issue and duration of the license, being such as to mitigate it if it does not destroy the evils attendant upon the indiscriminate sale of intoxicating liquors in small plazas, remote from a police control or the surveillance of civil officers, evils so notorious that it must be considered the legislature was aware of them and took this method of correcting the same. Very respectfully,

Edward L. BARTLET,
Secretary of New Mexico.

SOUND DOCTRINE.

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A THOROUGH LINE TO SANTA FE.

Espanola, N. M., April 21.—J. J. Barnes, superintendent of transportation of the Denver & Rio Grande railway, accompanied by Archie Williams, attorney for the Union Pacific, accompanied by ladies, passed here on their return from a trip to California. Mr. Barnes will in Santa Fe had a conference with General Meily in regard to re-establishing through eastern rates, which were some time ago discontinued by the Denver & Rio Grande. It will greatly benefit both roads to ticket and bill through to Santa Fe.

Heirs of Myra Clark Gaines.

New York, April 21.—Advices from New Orleans announce the settlement at last of the suit of Myra Clark Gaines against that city, and the successful heirs or the will probate struggle now going on in Brooklyn will be some \$800,000 the richer thereby.

The suit, which was begun forty years ago, was for property valued at \$35,000. Of this Mrs. Gaines succeeded in getting some \$6,000,000, and then began a suit against the city for rental of the property, which is the suit just decided by a final decree of the United States court in New Orleans, giving the heirs about \$800,000.

It will be held in trust until the question of the rightful heirs is settled.

Mr. Depew Denies a Rumor.

Chicago, Ill., April 21.—Chauncey M. Depew, who is one of the members of the Vanderbilt party, when shown a telegram saying that they were en route to Denver to meet Jay Gould, with a probability of the disruption of the Western Traffic association, said: "Well, that is

THE GRADED LICENSE ACT.

Official Construction of the New Liquor Law Which Takes Effect on May 1st.

Since the new graded liquor license goes into effect in a few days, there is great public interest felt as to how it shall best be put into operation. The following opinion by the solicitor general touches this subject:

SANTA FE, N. M., April 15, 1891.
Hon. B. F. French, Justice Attorney, Santa Fe, N. M.

Dear Sir: Your favor of the 14th inst., enclosing your opinion to the sheriff of Rio Arriba county as to the construction of the late law, entitled "An act licensing and regulating the same," approved Feb. 2, 1890, and commonly known as the "High License Law," in which you practically decide that the amount of the license tax to be charged must be governed by the total number of inhabitants in each precinct, regardless of smaller subdivisions as "plazas," settlements or hamlets; that is, that any precinct having not more than 500 inhabitants comes within the \$100 limit, and paying the same \$100, and that any precinct having 500 or more inhabitants, within the \$100 limit, and requiring the payment of the same \$100, and so on up to the maximum of 5,000 inhabitants, which will be taxed at \$1,000, and so on up to the maximum of 10,000 inhabitants, which will be taxed at \$2,000, and so on up to the maximum of 20,000 inhabitants, which will be taxed at \$4,000, and so on up to the maximum of 50,000 inhabitants, which will be taxed at \$8,000, and so on up to the maximum of 100,000 inhabitants, which will be taxed at \$16,000, and so on up to the maximum of 200,000 inhabitants, which will be taxed at \$32,000, and so on up to the maximum of 500,000 inhabitants, which will be taxed at \$64,000, and so on up to the maximum of 1,000,000 inhabitants, which will be taxed at \$128,000, and so on up to the maximum of 2,000,000 inhabitants, which will be taxed at \$256,000, and so on up to the maximum of 5,000,000 inhabitants, which will be taxed at \$512,000, and so on up to the maximum of 10,000,000 inhabitants, which will be taxed at \$1,024,000, and so on up to the maximum of 20,000,000 inhabitants, which will be taxed at \$2,048,000, and so on up to the maximum of 50,000,000 inhabitants, which will be taxed at \$4,096,000, and so on up to the maximum of 100,000,000 inhabitants, which will be taxed at \$8,192,000, and so on up to the maximum of 200,000,000 inhabitants, which will be taxed at \$16,384,000, and so on up to the maximum of 500,000,000 inhabitants, which will be taxed at \$32,768,000, and so on up to the maximum of 1,000,000,000 inhabitants, which will be taxed at \$65,536,000, and so on up to the maximum of 2,000,000,000 inhabitants, which will be taxed at \$131,072,000, and so on up to the maximum of 5,000,000,000 inhabitants, which will be taxed at \$262,144,000, and so on up to the maximum of 10,000,000,000 inhabitants, which will be taxed at \$524,288,000, and so on up to the maximum of 20,000,000,000 inhabitants, which will be taxed at \$1,048,576,000, and so on up to the maximum of 50,000,000,000 inhabitants, which will be taxed at \$2,097,152,000, and so on up to the maximum of 100,000,000,000 inhabitants, which will be taxed at \$4,194,304,000, and so on up to the maximum of 200,000,000,000 inhabitants, which will be taxed at \$8,388,608,000, and so on up to the maximum of 500,000,000,000 inhabitants, which will be taxed at \$16,777,216,000, and so on up to the maximum of 1,000,000,000,000 inhabitants, which will be taxed at \$33,554,432,000, and so on up to the maximum of 2,000,000,000,000 inhabitants, which will be taxed at \$67,108,864,000, and so on up to the maximum of 5,000,000,000,000 inhabitants, which will be taxed at \$134,217,728,000, and so on up to the maximum of 10,000,000,000,000 inhabitants, which will be taxed at \$268,435,456,000, and so on up to the maximum of 20,000,000,000,000 inhabitants, which will be taxed at \$536,870,912,000, and so on up to the maximum of 50,000,000,000,000 inhabitants, which will be taxed at \$1,073,741,824,000, and so on up to the maximum of 100,000,000,000,000 inhabitants, which will be taxed at \$2,147,483,648,000, and so on up to the maximum of 200,000,000,000,000 inhabitants, which will be taxed at \$4,294,967,296,000, and so on up to the maximum of 500,000,000,000,000 inhabitants, which will be taxed at